

SCHOOLSHIP ISSUE MATTER OF HONOR

Old Saratoga Alumnus Declares State Should Help Train Seamen

URGES FUND OF \$150,000

Although schoolship training was discontinued by this State five years ago, graduates of the old Saratoga and the Adams have never given up the fight to have another schoolship sent to sea. They are arrayed solidly behind the present movement to have the State appropriate \$150,000 for this purpose.

Edgar S. Husband, of Lansdowne, president of the Pennsylvania Nautical School Alumni Association, declared today that it was a matter of honor that the State of Pennsylvania send another schoolship to sea and aid in the training of American officers to command the growing American merchant marine.

Mr. Husband is a typical schoolship graduate. He holds a chief mate's license, and is also a first-class pilot for the Savannah River, Tyger Bar, Delaware River and Bay and bays, harbors and sounds between Gay Head, Mass., and Hampton, N. H. He graduated from the Saratoga in 1902.

Speaking of the plan to re-establish schoolship education in Pennsylvania, he said:

"The Pennsylvania Nautical School was established about five years ago, but the nautical school idea in Pennsylvania has been very much alive in the minds and hearts of the alumni and we certainly hope that the bill recently introduced by Senator Yare in the Legislature will be passed.

"The Nautical Schools of Massachusetts and New York are thriving as never before in their history, as these States recognize the vital necessity of the creation of an American merchant marine, and the importance of having American-born and trained officers to command the fleets.

"Furthermore, they recognize the value of such a school to their own particular State, which enlarges the scope and opportunity of their State educational scheme, and places in the hands of their sons a practical training, leading to honorable profit and preferment.

"Girard College, situated in Philadelphia, one of our greatest commercial cities, sees the need of such a training and intends to include it in its curriculum. This training will be for their students only.

"Is Pennsylvania, as a State, willing to let back and see a private institution set the pace in affairs that should interest the State as a whole? If Girard College can give such a training to its students why can't Pennsylvania do as much for her sons?

"The Saratoga and Adams graduated men who are now in every country of the world, are men holding executive positions, about 98 per cent of the graduates who follow the sea are either masters or mates. (The chief pilot of the Panama Canal is a Saratoga graduate.)

"If a schoolship was needed for them ten years ago it surely is needed now, as the American tonnage has increased rapidly in the last few years.

"The training received aboard this kind of ship is the best that can be obtained; it not only teaches discipline and self-reliance, but develops the men both physically and mentally, thus making better citizens of them.

"The great cry of our country is 'preparedness' and 'America first.' Are we to sit back and let these words mean nothing to us and see American ships manned by foreign-born officers, because of the lack of national interest to provide the necessary training for our own young men?



EDGAR S. HUSBAND

President of the Pennsylvania Nautical School Alumni Association, who declares it to be a matter of honor that Pennsylvania send a schoolship to sea and aid in the training of American officers for the merchant marine.

INSURANCE COMPANY MAY OFFER BIG ARMY

State Woodmen of World, at Lancaster, Consider Proposal to Raise 50,000 Men

LANCASTER, Pa., April 11.—The Woodmen of the World, in State convention here, are said to be considering offering to President Wilson an equipped army of 50,000 men if the nation needs them. A similar offer was made during the trouble with Mexico.

The 500 delegates will elect officers late this afternoon, and are expected to choose Erie as their next meeting place.

\$1000 TO PRINT WILSON'S SPEECH FOR THE GERMANS

American Makes Offer to Conan Doyle—Wants Aeroplane Distribution

LONDON, April 11.—Sir Arthur Conan Doyle writes to the Times as follows:

"I have received a cable from my friend, Joseph Knapp, of New York, offering \$200 (\$1000) toward the translation and printing of President Wilson's speech, to be distributed by aeroplane behind the German lines. Perhaps some of your readers could indicate the best way of bringing this about."

C. J. Boyle, Old City Employee, Dies

Charles J. Boyle, who for more than thirty years held the position of warrant delivery clerk in the office of the City Controller, died late last night at his home, 5446 Cedar avenue, after a prolonged illness. He was seventy years old. The funeral will take place on Friday morning, with services in the Church of the Transfiguration, where a requiem mass will be celebrated.

WELSH SINGERS PRESENT COLERIDGE-TAYLOR WORK

Evan Williams Special Soloist at Concert—Sings Arias and in Cantata

The United Welsh singers of Philadelphia gave their annual grand concert last evening in the Academy of Music, under the direction of Edith Myfanwy Morgan, with Evan Williams, the tenor, as special soloist, and Esther Louise Brinker, contralto; Benjamin F. Evans, baritone, Sara Evelyn Cranage and Walter Bihert Gilbert, accompanists, among the assistants. Members of the Philadelphia Orchestra played the main accompaniments in the major work of the program, which was S. Coleridge-Taylor's setting of Longfellow's "Hiawatha's Wedding Feast."

The Welsh Choir will be remembered by music lovers of Philadelphia as sponsor for the recitals given during the last six years by Mr. Williams, as well as for the successful concerts given by them at Willow Grove and at the annual Welsh reunions.

The choir has won a place in the musical circles of Philadelphia and a reputation of which any choral organization might well be proud. With this feeling, brought about by successes attained at its various concerts, has come the desire to expand and to enlarge the scope of its efforts.

The membership of the chorus has been augmented to the number of 200, and is now known as the United Welsh Singers of Philadelphia. Edith Myfanwy Morgan has directed the Welsh Choir since its inception six years ago and has been directly responsible for its continuous growth from about thirty voices to its present membership. Miss Morgan may well be classed among the leading choral directors of Philadelphia.

The Welsh Choir proved amply capable of rendering all the tonal lights and shades of Coleridge-Taylor's score and varied the somewhat narrative quality of the Longfellow "lyrics" with dramatic fervor. It is a body of well-selected voices, characterized by the typical racial timbre of the Celtic nation, a peculiar suavity of tone and penetrating sweetness of quality. Miss Morgan conducted admirably.

Mr. Williams was heard to advantage in the "Onaway, Awake Beloved" episode in the "Hiawatha," and also gave a short vocal program, supplementing and varying the Coleridge-Taylor work which consumed about an hour in the singing. He was in specially good voice.

Possibly the most enjoyable of his offerings, because the most unusual, were arias sung in impeccable English from Haydn's "Creation" and Bruch's "Odysseus." These are unusual, not because they are not standard, even classic, but because they share with the whole field of oratorio the evil day of not being frequently given in a kind of like "star opera" and the movies. Mr. Williams's phrasing of Haydn was limpid and lovely in the "In Native Worth" aria, one of the greatest of its kind. His Bruch number was "O Days of Grief," dramatically interpreted.

Two selected Welsh numbers were given in the tongue of the bards out of compliment to the choir, and other numbers were Williams's "Lech Lomond," Glasgow-Hammond's "Pipes of Gordon's Men," Kaun's "Victor," Cornelius's "Monotone," Ward Stephens's "Summer Time," Campbell-Tipton's "A Spirit Flower" and "A Fool's Soliloquy," and Flotow's "Hail Blessed Mary."

Flights of the U. S. Signal Corps

From January 1, 1916, to October 14, 1916, there were 8052 flights made by the Aviation Section of the United States Signal Corps, with a total time in the air of 3700 hours and six minutes. This makes approximately a mileage of 333,000.

DEMANDS LAW TO CUT FREIGHT TRAIN LENGTH

Representative Burke Pleads for Bill Reducing Number of Cars to Fifty

By a Staff Correspondent

HARRISBURG, April 11.—"If you can induce the general managers of any three lines in Pennsylvania to take seats in a caboose at the rear of a train made up of from 50 to 110 freight and coal cars, traveling fifteen miles an hour and have them remain there while the air hose line is cut three cars from the engine, I'll not press further in asking that you report this bill out," Senator William Burke, railroad member of the Legislature, told Representative Hugh A. Dawson, chairman of the House Committee on Railroads, at a public hearing today. A bill limiting the length of freight trains to fifty cars and passenger trains to ten cars was up for consideration.

Senator Burke declared that the managers of the roads would not accept the offer he suggested to Dawson for, he contended, they know full well that they would be taking chances with their lives. Yet the railroad men face this very danger every day. Long trains, Senator Burke and lobbyists for the railroad men told the committee, tend to impair the efficiency of the brakes. If the air line bursts, cars are apt to buckle and invariable loss of life results. Danger to passenger trains passing on an adjoining track was also dwelt upon.

S. Turner, George B. Howard, Joseph Hughes, E. A. Johnson and John Fisher appeared for the men. They are members of the State Legislative Board of Railroad Employees. Chairman Dawson announced that opponents of the bill will be given a hearing April 24. Mr. Dawson assured the railroad men they will be given every opportunity to interrogate the opponents at the next meeting.

IRVIN COBB TO LECTURE

"Thrice Is He Armed That Hath His Quarrel Just," Theme of Talk

Irvin S. Cobb, the well-known author and traveler, will deliver an address at the Forrest Theatre tomorrow afternoon at 3 o'clock on "Thrice Is He Armed That Hath His Quarrel Just."

The lecture will be given under the auspices of the Independence Square Auxiliary of the Southeastern Pennsylvania Chapter of the American Red Cross.

Dr. Richard H. Harte, chairman of the chapter, will preside.

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CITY'S BIGGEST COP SUCCUMBS TO ILLNESS

"Big Bill" Roney, Sick Several Months, Familiar Figure at Seventh and Chestnut

William J. ("Big Bill") Roney, one of Philadelphia's biggest policemen, is dead. He succumbed late last night at his home, 1502 Hutchinson street, to an illness of several months. Death was caused by a complication of disease.

For many years Roney was a reserve policeman and was stationed at Seventh and Chestnut streets. He remained at that point until about a year ago, when all "fat cops" of the reserve were sent to outlying districts. At the time of his death Roney was attached to the Eighth and Jefferson streets police station.

Not only was Roney one of the biggest men on the police force, but he was one of the largest men in Philadelphia. He was more than six feet tall and lacked but a few pounds of 400. From tip to tip of each shoulder he measured forty-one inches.

Roney assumed such proportions that a special coffin had to be made for him. Sherwood & Sons Co. are making one that is seven feet six inches by forty-six inches.

Funeral services will be held tomorrow at 10 o'clock at St. Malachy's Catholic Church, Eleventh and Master streets. Interment will be made in Holy Cross Cemetery.

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NOT GUILTY, SAY COAL MEN

NEW YORK, April 11.—Tentative pleas of not guilty were made in the Federal District Court here by six bunker coal mining companies and five individuals, indicted yesterday for alleged violation of the Sherman anti-trust law in combining to fix prices and eliminate competition. In all twenty-one corporations and eighteen individuals in West Virginia and Virginia were indicted.

THE VIRGINIA COAL MINING COMPANY

The Virginia Coal Mining Company, of New York and Philadelphia Coal Mining Company, Pocahontas Fuel Company, White Oak Coal Company and the Berg Coal Company. The individuals were John B. Robert H. Burroughs, Thomas F. Robert H. Gross and P. B. Macdonald, furnished bond of \$2000.



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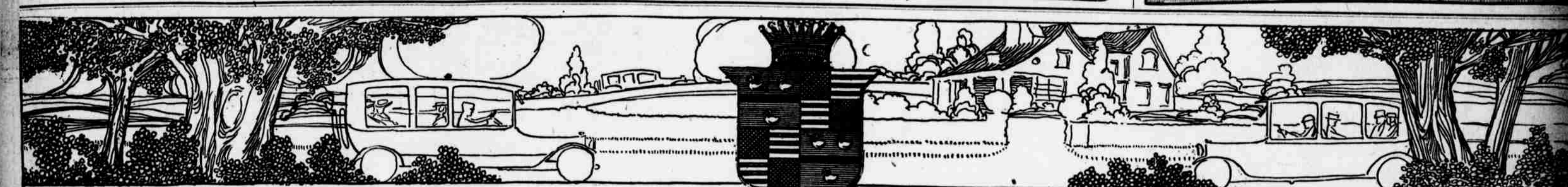
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